ROADS BROUGHT interest, as I see it, is to preserve a transportation capacity equal to the public needs. Whether transportation charges are too high or too low, the existing regulation is sufficient to deal with exoplicant rates. We hear no complaint of want of power to deal with rates that are too high. SAYS A. P. THOM

First Witness Before Newlands Commission Blames Legislation.

CARRIER FACILITIES NEAR A BREAKDOWN

Companies at Mercy of Politicians — Investors Frightened Off.

WASHINGTON, Nov. 23 .- The joint comaission of Congress—the Newlands on-sppointed to investigate the railway situation in this country and estion of Government ownerthin, started in to take testimony today at the Capitol, and at the very outset heard an exposition of the detransportation of the country has been brought by the present system of regulation by State as well as Federal au-

In accordance with the program napped out by the committee listening to the railroads' side first, A. P. Thom way and spokesman for the railway way and spokesman for the railway executives' advisory committee, was the first to take the stand to-day. He will

ontinue his testimony to-morrow.

It was made apparent that the big point which the railroads are to make in this investigation through the testimony of railroad presidents and others is the fact that the transportation facilities of this country have been brought almost to the verge of a break-down, chiefly through the impairment lown, chiefly through the impairment of railway credit, which has made it im-

To corrective rather than construc-tive regulation Mr. Thom attributed most of the evits of the situation in which the railroad industry now finds itself. The corrective regulation indulged in by the ate and Federal commissions to hich the railroads are now subject had placed them more or less at the mercy of politicians and had frightened in-It was of more interest to the coun-

The whole system of public regulation of privately owned railroads, he said, must give way to Government ownership unless a way was found of attracting the money of the investors. He issued a warning that unless Congress came to the relief of the roads with legislation that would mean a centralization of control and less harassing from poli-ticians there would be no adequate fa-cilities for moving the commerce of the In beginning his testimony to-day Mr

Thom reviewed twenty-nine years of railway regulation, pointing to the fact that the railroads had been built to meet national needs upon "private in-

"They were welcomed by the public,"

the power of eminent domain.

Right in Use and Ownership.

"I do not accept that idea," he said.

"The foundation of the public right is not in the bestowal of eminent domain. It is because of the possession of a power and agency in the railroad that is so great that it may control the destinies of the country. The very possession of a power as preast implies a public right in its use and ownership."

But investors still cling to the idea of private ownership, ir the opinion of Mr. Thom, and there arose the conflict and ships to return 8.

Thom, and there arose the conflict and the public won. "Victory came to the side of public conception of the public character of these instrumental public character of these instrumental character." character of these instrumentatities of commerce," said he, "and the terms im-posed by the victors upon the vanquished were correction and punishment."

Right there Mr. Thom believes the character of these instrumentalities of

public has been wrong. He believes the time has come when the policy of the Government should be a constructive Government should be a constructive one. Instead of trying to do nothing except punish the railroads and discipline them the Government ought to step in credit at this time." He asked what terand correct some of the inequalities uniting of the country is now furnishing the money to finance its railroad system. country by aiding in supplying the fa-cilities for commerce. The speaker de-clared the past offences or crimes of railroad management had no place in the present hearing.

Bank Regulation Is Cited. "The regulation of banks of the coun-

been a constructive one," said the apeaker, "while the railroad regulative policy has been part of a destructive plan—destructive of abuses. The question before you is whether the policy of correction shall continue or whether some other policy shall be applied, whether a policy of helpfulness shall not be introduced."

The South has learned that there are other investments more attractive than railroad securities," said Mr. Thom. He declared that the same was true of the West, and notified the committee that the president of one of the big insurance companies in the middle West would be introduced later to show how that com-

interest was aroused at that time over the threatening cutting off or sus-pension of the facilities. I read in that incident the value the public puts on those transportation facilities without thought of charges.

Mismanagement and Crimes.

"Some men may appear at this hearing to try to show mismanagement and
crimes and that present ills are due to
the faulty management of the roads
themselves. But what remedy does that
theory present for the existing situation? The man who takes that view
turns his back on the political situation.
He turns his back on the future and is
looking backward. The paramount question before you gentlemen is that there
is a lack of facilities. These must be
provided. Gentlemen cannot be heard is a lack of facilities. These must be provided. Gentlemen cannot be heard here merely as the jealous guardians of local rights unless they can show that the local agencies they are speaking for can supply the adequate facilities de-

Turning to the joint commission mem bers again Mr. Thom inquired: "Has there been no sign of menace to your transportation facilities? "Has

"Have we learned nothing from 1907, when there was increase of business but lack of cars and lack of tracks which brought on the 'panic of plenty'? Have we forgotten that the panic of 1907 was not a panic of scarcity but was due to inability of communities to deal with one another because of want of adequate transportation facilities."

Railroad Building Suspended.

The speaker directed the attention of the joint commission to the suspension of railway building in the United States. "Have we failed to take notice of the fact that there were fewer miles of railroads built in the United States las year than in any year since 1848, ex-cept during the civil war veried?" he asked. "Less than 1,000 miles of railoads were built last year in this coun try. Do we appreciate the fact that in this suspension of railroad construction we may find the answer to the great we may find the answer to the great question of the high cost of living?

The speaker said this was the paramount question before the people. Political panaceas had failed, he pointed out. One political party declared the trusts were to blame, but the Clayton anti-trust act was passed and prices continued to soar. Another party proposed to remedy the trouble through tariff revision. That, too, had failed to bring relief. "Why not come back and consider the fundamental reasons? Why not consider whether the high cost of living may not have some relation to

supply?"
Mr. Thom urged that railroads should be projected into new and undeveloped territory. He read a report of the inequality of railroad mileage as between ge per 100 square miles. In some new States like Idaho he pointed

living may not have some relation to

out that it was ridiculously low Due to Bad Statesmanship.

"Will the country long be satisfied with a statesmanship that haits railroad construction at such a point of inequality." he asked: There is but one conclusion to be drawn from the figures I have read of railroad mileage and that is it is not adequate for the present needs of the country and there is no system at present to supply them."
Explaining the difficulties of railroad construction the speaker said:
"No railroad is ever finished except in

No railroad is ever inished except in a community that is dead. Improvement of transportation facilities must keep pace with the growth of commerce. The Pennsylvania Railroad with its splendid equipment is not a completed property. Nor can the railroads be expected under present conditions to give property. Nor can the railroads be ex-pected under present conditions to give the necessary improved facilities from net earnings. If any man believes they can be he should open his eyes.

"Private investors must be attracted."

That means new money, new credit. I

That means new money, new credit. I pause to ask you gentlemen whether you believe this question of credit for the railroads is a purely private one—whether railroads are interested to any extent like the public? The question of railroad credit is not a private interest.

The Lehigh Valley Hallroad Company if credit-fails either the facilities fall or filed suit in Philadelphia, the Pennsylthe Government must take the problem over and supply them."

vate investment. The investment was not only welcomed but urged by the public.

"The effect was to create in the minds."

"The effect was to create in the minds."

"What are the conditions of the rail-roads of the country measured by this standard?" he asked. "Thirty-nine rail-roads with 47,363 miles of tracks could qualify under this test. One hundred and thirty-seven, having mileage of 185,219, could not be financed on any such basis."

South Shy of R. R. Investments.

He took the South as an illustration and showed that the income tax returns had brought out the information that of one block of \$100,000,000 bonds covering a single system in the South only 3

Speaking for the rallway executives.

Mr. Thom said that any policy he might propose would have to be judged by the standard of public interest.

"The public interest requires sufficient facilities on reasonable terms," he continued. "If it should come to a choice between having the facilities or having higher charges the public interest would still be in having the facilities.

"I would have you recall that the controversy of last September had to do with the retention of facilities. The public interest was aroused at that time shown, was taken because of the middle West would be introduced later to show how that company had abandoned investment of its funds in railroad securities altogether because of the hazard of the undertaking. This company, he explained, is now carrying investments in farm loans agregating \$183,000,000 and about \$75.000,000 in railroad bonds and will hereafter purchase farm mortgages altogether. This action, it would be shown, was taken because of the depse-

"Just now commerce in this country "When the war is over the European surance company is also working on the left for the loot and a burglary in-

WE OFFER **UP LONGACRE SQUARE** to the conservative investor the ultimate degree of safety of principal and interest. Buy our

Truck Crashes Through Subway Covering, Blockading Traffic at Busy Hour.

Capital, Surplus & Pr. 59,000,000

50 Liberty St., N. Y. 184 Montague St., Bkn.

Vestors," said he. "The railroads are now reduced to the small financial section known as 'the East' for a market for their securities. Representative bankers and investment brokers in such cities as Boston no longer advise their

The sand and gravel came from a subway excavation. The truck was cities as Boston no longer advise their subway

cities as Boston no longer advise their clients to purchase railroad securities. The clients also have learned not to rely on such investments and will not accept railroad investments when tendered to them.

"Your problem, it seems to me, is "Your problem, it seems to me, is what ascets remain to the roads upon which they may obtain money to perform their function and provide for the growing commerce of the country. That is the problem of the railroads. What is the problem of the railroads. What is there is to make the get money for bettermeats? Railroad credit is not reflected in the market quotations of the bonds now in the hands of the public."

Mr. Thom asked to be permitted to suspend after he had spoken two hours way and Forty-second street and the long Island City cars were held up and

They Had to Take What

Wilson Offered.

W. S. Carter, president of the Brother

He explained that one of the main

reasons why the employees would not accept arbitration during the recent dif-ficulty was because the railroads sought to exclude from the arbitration seventy-

spoken just previous to Mr. Carter and

of railway managements to the public

SULLY IN HAMMOND SUIT.

Former Cotton King Testifies in

\$477,500 Stock Action,

BALTIMORE, Nov. 23 .- Daniel Sully,

former cotton king, took the stand here

PRESIDENT'S MESSAGE SHORT.

Document Now in Printer's Hands

Contains Only 2,000 Words.

and to the owners of the roads.

Mr. Thom asked to be permitted to suspend after he had spoken two hours and a half and will resume to-morrow. Long Island City cars were held up and theatregoers struggled through the wind

WILSON BOARD MEETS. en. Goethals and Colleagues Con- 8 HOURS FORCED,

41/2%

GUARANTEED MORTGAGES

LAWYERS MORTGAGE CO.

one Wilson railroad board which is to investigate the operation of the Adamson eight hour law had its first meeting in the Custom House to the first of the Custom House to th fer With Railroad Heads. It conferred with executives of eight railroads, regarding methods of investi-gation. Next Tucsday the board will meet the heads of the four brotherhoods ferences were informal and that as the for the intervening period could not be stated at this time. After receiving protherhoods, the commission will be in position to adopt a programme. Gen. oethals, the chairman, said that a pub-c statement probably would be made bout the middle of December.

The full cosmission was present yes-terday—consiting of Major-Gen. George W. Goethals, chairman; Edgar E. Clark, who is a member of the Interstate Com-merce Commission, and George Rublee, a member of the Federal Trade Commission. They were accompanied by Dr. Max O. Lorenz, assistant statistician of the Interstate Commerce Commission, is secretary of the Goethals com-

ion, Daniel C. Willard of the Baltimore and Ohio, William H. Truesdale of the Lackawanna, Benjamin F. Bush of the Missouri Pacific, L. F. Loree of the Delaware and Hudson and Frederick D. Underwood of the Erie

NEW R. R. SUITS STARTED

even More Actions against Valid ity of Adamson Law.

The New York, Ontario and Wester United States District Court here yes terday contesting the validity of the Adamson eight hour law. Similar suits were filed in other cities

vania Company and the Pittsburg and Lake Erle Railroad filed suits in Cleve "They were welcomed by the public," said Mr. Thom. "In the beginning there was no limitation put upon their powers as to charges. They were so welcome that they were given inducements by way of subsidies, land grants, &c. The result was that it created in the minds of the man who invested his means in a railroad that it was like any other pri
The nthe speaker told the joint committee that if ever Government ownermittee that if ever Government

GOMPERS CRITICISES JUDGE.

"We are going to act on the defensive," said Mr. Gompers, "but if a fight is to be made to take from the men, we were and children of our time the advantages they have obtained, then labor's vantages they have obtained, then labor's visory committee, who told of the duties of railway managements to the public vantages they have obtained, then labor's opponents had better look out. We will

FALL OF ROOF KILLS.

One Dead and Seven Hurt in Collupse of Beams.

Wendelin Hudec, 40, of 425 East Seven ty-seventh street, was killed and seven other men injured yesterday in the col-lapse of the roof of a three story garage other men injured yesterday in the collapse of the roof of a three story garage in course of construction at the southeast corner of Sixty-fourth street and Third avenue. Fifteen men were at work on the top floor when the heavy network of iron beams, many of them covered with cement, gave way.

The injured all laborers were: Lames converted to he own use. ement, gave way.

The injured, all laborers, were: James

Carroll, 119 East 127th street, internal injuries; Thomas Wilson, 128 North Railroad avenue, Corons, L. I., internal injuries; Tony Concinmini, 38 Madalin avenue, New Rochelle, internal injuries; Harry Weeks, 520 East 157th street, multiple lacerations; Frank Vorick, 418 East Seventy-sixth street, fractured forearm; Charles Diveto, 339 Avenue A. lacerated calp; Frank Cardonini, 681 Union street. Brooklyn lacerations of face and body. Diveto and Cardonini were able to go home after treatment. The others were

taken to Flower Hospital.

The building was to be known as the Washington, Nov. 23.—President Wilson's annual message to Congress, now in the printer's hands, contains about 2,000 words and is among the shortest documents of its kind on record. Carleton Garage, and was being erected by George G. Wilson & Co., contractors, of 25 West Forty-second street, for Will-lam Hirsch, 202 East Sixty-fourth street. It points out that the reports of the several Government Departments will be made before Congress separately, and that therefore their details are not disand Dr. Elmer Miller, chief surgeon of the Manhattan Eye, Ear and Throat Hospital.

BELMONT, JR., ROBBED.

Thieves Take \$10,000 in Jewelry

The President emphasizes the uncom-pleted legislation suggested by him at the last session to meet the threatened railroad strike as the most pressing problem facing Congress. He then goes on to a general discussion of other From Bayshore Home. gregating \$183,000,000 and about \$75,000,000 in railroad investments, but it recently decided to abandon altogether the investment in railroad bonds and will hereafter purchase farm mortgages altogether. This action, it would be shown, was taken because of the depectation of railroad investments. Mr. Thom told the committee how European investors were gradually turning back their investments in railroads in the United States rince the war.

"When the war is over the European surrang company is also working on the

UPSET IN 7TH AVE. TIES PLOT TO PORCE COAL PRICES UP CHARGED

Apartment House Owners of Upper West Side Complain to Swann.

PHONE TIPS FOR DEALERS

the Poor by Using City Carts.

District Attorney Swann to appeal for by the storm. have formed a well organized ring to advance prices. A system of sending to substitute the sending rubbish, which held back the water, and which each dealer notifies the others of every prospective purchaser in imme-

A committee of three from the Real Estate Owners Protective Association of the West Side presented the grievance They were L. Strauss, 135 West 104th street; Edward Downey, 60 Manhattan avenue, and Frederick H. Pepper, 606 West 113th street. Mr. Strauss was

spokesman for the party.
"When an owner finds he cannot get delivery from his regular dealer," he said, "the owner calls up another concern and asks quotations. The first question asked is. 'Are you a regular customer here?' if the answer is no, the Head of Trainmen Asserts owner is told he cannot be supplied at the figure quoted. If he then calls up any other dealer in the district he finds the price has gone up 25 cents or so a ton everywhere. It is done all at once

Freschi Offers to Sit.

Anartment house owners a month ago hood of Locomotive Firemen and Engineers, said last night that President Wilson had "waved the big stick" to compel the railroad employees to accept the Adamson law. He spoke at the annual bamquet of the New York Academy of Political Science in the Hotel Astor, and when his time was up there were cries of "Go on!" and cheers lasting several minutes.

He referred to newspaper reports that he had been too busy with the food question to attend to coal inquiries. He did not see Magistrate McAdoe about his proposed John Doe inquiry and was too He referred to newspaper reports that proposed John Doe inquiry and was too the railroad men had coerced the Presi- busy to interview Michael P. Burns, the

he said. "By his arguments he forced the committee to waive all demands for time and a half for overtime. I won't say he threatened. We dare not strike with such a law being enacted and with the President saying. There's the law, now obey it.' If ever there was anybody forced to accept a law it was the railroad employees.

He explained that one of the main the small basement dealers who are believed to be reaping illegal profits from level to be reaping illegal profits from Magistrate Freschi of his own initiative called on Judge Swann and offered to hold a John Doe proceeding at night after his regular session of court. lieved to be reaping illegal profits from the situation, when one of his inspecstreet. Petrogelli was accused of hav-ing sold a bag of coal weighing sixty five little roads having from twelve to 200 employees each, and also to ex-clude all negro employees. lude all negro employees.

Oscar S. Straus, who presided, had dredweight. He was held in Yorkville

Mayor Mitchel, after a conference

what he suggested "should be extended to railroad employees it would be all with Commissioner Hartigan, Commission The effect was to create in the minds of the investor the idea that he could use the railroad an all he railroad managers, believing that the credit one broaded debt, regressing that the credit one broaded debt, regressing the fixed the point where the point where property. They soid at different to one customer and another to another, chifferent prices to different localities. They make the broaded debt of the property of the contention has a some which the credit contention has the contention has the credit contention has the credit contention has the credit one of the point where the property. They soid at different to contention has the stock. Some sea, and there sprange the property of the contention has the contention has the credit one of the property. They soid at different to contention has the stock. Some sea, and the regression of the contention has the credit one of the credit one of the contention has the credit one of the credit of the contention has the content of the content of the credit of the credit one of the credit of the credit one of t

policemen detailed to make certain that houses was begun to-day by Chairman only actual consumers and not dealers William L O'Connell of the Illinois State

ALL OPEN CARS ORDERED HOME, the market and increase the cost to the Railway Association Takes Drastic

Action to End Coal Famine. Orders to all railroads of the country to return to their owners at once all open top freight cars, whether loaded or empty, were issued yesterday from Washington by the conference committee

nership between him and Hammond, Mr. Sully replied that there had been an oral agreement "between two gentle-Later Mr. Sully apologized to the court for using that expression.

Fire Destroys Trust Company.

WILLIMANTIC, Conn., Nov. 23.—Several firemen were injured to-day in a fire which destroyed the block housing the Willimantle Trust Company and the William Revenue Tru

DANCER HANGS BY TOES, CIVIC BODIES BACK **SAVES POODLE IN SEWER**

Maurice in Circus Feat Rescues Chin Chin, Miss Walton's Prize Pekingese.

The agile toes of Maurice, of the danc ing team of Maurice and Walton, proved their strength, as well as their ability to twinkle, last night when the dance hung head downward in a sewer and Mitchel Suggests Plan to Aid rescued Chin Chin, the prize winning Pekinese pup owned by the dancers.

When the car taking the couple the Century Theatre drew near the curb in Sixty-second street tast night, Chin Chin, who has a high opinion of his own importance, tried to get out first. He sprang toward the sidewalk, but missed Nest Side yesterday sent a delegation to it and splashed into a big puddle former

Chin Chin was swept down a stream as swiftly rushing as Niagara and as wide as the Mesissippi to him. Then he went over the falls down into a sewer. diate need of delivery, so he may be forced to pay even more than the regular off the manhole cover he fished for the pup with a broom, but only managed to the regular of the managed to the regular of the pup with a broom, but only managed to the regular of the

to tickle the swimming animal. Des-perate, with the cries of Miss Walton ringing in his ears, Maurice hooked his toes on the edge of the hole and stretched downward. Fortunately toes held, he grasped the pup, and

LANSING AIDS PLAN FOR FOOD EMBARGO

Continued from First Page

ot do it again. What hampers the pub

lic markets now is the high rentals the dealers have to pay."

Mr. Hartigan, though admitting the good work done by the public markets, said the reason they didn't continue was not the high rentals charged, but the tired of bringing his products to town and disposing of them piecemeal. He prefers to sell his goods in bulk and get back to the farm Sidney Goodacre, superintendent of the

the railroad men had coerced the President into having the Adamson law enacted. He explained that it was the President who did the coercing.

"The big stick was waved without any ostentation but very effectively," he said. "By his arguments he forced the committee to waive all demands for time and a half for overtime. I won't for their failure was the scarcity of food, whereas two years ago there was plenty of food, and the trouble was with

the middle ran alone.

The high cost of living is going to be added to the burdens of imprisonment if Commissioner of Correction Lewis's plans work out. His department has employed a dictician for some time and he has worked out a way to economize tatoes to be used in the city's prisons Beginning to-day corn bread will be served instead of white three times week, and turnips and beets will take Commissioner Hartigan said the women

are apparently beginning to rebel, and if men want to know why they don't get the july porterbouse steaks they used to have their wives are likely to tell them to go and do the buying for a while. The message came to him through a caller, Mrs. L. D. Tholens,

now, subordinate to rates."

But Mr. Straus also said:

"Within the past thirty odd years we have made considerable progress in the State and the nation in placing one of these groups, the operators, under more down the said more Government restraint and considerable progress the said substitute. They cart ashes and garbage to the river front issued has jumped from 100 to 140.

State and the nation in placing one of the said substitute. They cart ashes and garbage to the river front issued has jumped from 100 to 140.

Waterfront improvement.

Were permitted to purchase the coal." Public Utilities Commission. The amount Dernoit, Nov. 23.—Detroit coal dealers of produce in Chicago warehouses on to-day were summoned before a Federal November 1 and November 23, 1916. Public Utilities Commission. The amount Grand Jury which began an investiga-tion of the high cost of living in this 1315 will be compared. It is charged district. Testimony is being taken be-that large amounts of butter, eggs, poul-hind closed doors.

WOMAN ENDS LIFE ON ROOF.

Victim Leaves Note and Shoots Herself in Head.

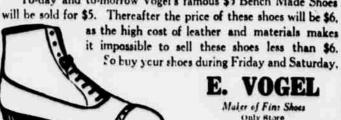
Miss Dora Heltner, 55 years old, went Washington by the conference committee on car efficiency.

This committee, of which George Hodges is chairman, is made up of representatives of five of the greatest railroad systems, and will remain in session until relief from the shortage of cars has been worked out. It was appointed by the American Railway Association, and is cooperating with Commissioner McChord of the Interstate Commerce Commission.

Liluokalani Much Better. SAN FRANCISCO, Nov. 23.- Forme

guests.

YOUR LAST CHANCE To-day and to-morrow Vogel's famous \$5 Bench Made Shoes



64 Nassau St., New York City

SUN'S TRAFFIC PLAN

lected next week, and that Borough President Marks had assured him that the repaying of the torn up street would begin within ninety days. Robert Gris-

the repaying of the torn up street would begin within ninety days. Robert Grier Cooke, president of the Fifth Avenue Association, addressed the diners, and said that if they cooperated and worked

together earnostly they could have Broadway as well cared for as Fifty

8 HOUR DAY TOO

COSTLY, ROADS SAY

Officials Also Tell Arbiters It

Is Impracticable for

Switchmen.

An eight hour day for switchmen,

which the Switchmen's Union is asking

of thirteen American railroads, was

characterized as impracticable and un-

reasonably expensive by railroad officials testifying yesterday in the State Cham-

her of Commerce before the arbitration board designated under the Newlands

H. J. Mullaghy, trainmaster of the

Delaware, Lackawanna and Westers Railroad in Scranton, told of the switch

"I believe it would be impracticable, and it would be expensive," answered

the witness.
C. E. Rickey, superintendent of terminals for the Cincinnati, New orleans and Texas Pacific Rallway in cin-

cinnati, said the eight hour law would

be impracticable in the Cincinnati yams, as there is an ordinance there prohibiting day work through the streets and the work has to be continuous from a

restricted territory. An eight hour da

he thought, would be unsatisfactory

He said as many as 3,200 cars of his

LONDON FUNERAL TO-DAY.

Only Near Relatives to Attend ter

vices for Writer.

Santa Rosa, Cal., Nov. 23.—The body of Jack London, California author, who

died here last night, will be cremated in Oakland to-morrow at noon. Only near relatives will be present.

Mrs. Charmion London, the wider

GEORGE G

BENJAMIN

CORRECT CLOTHE

men's clothes "different

the price, too, is different.

will guess cost forty-five.

Others from \$20-\$50.

They say it is

clothes-point that is

And for the quality

different.

Repaying of Broadway From Vesey Street to 100th Street Will Be Considered.

Broadway as well cared for as Fifth avenue.

Among those at the luncheon were John Davis, A. F. Berry, William F. Reese, S. Willard Smith, Richard W. Meade, Misha Appelbaum, Nathan L. Ottinger, Hugo Strauss, Chester Alexander, James B. Scott, I. N. Landauer, P. H. Zagat, J. E. Harrington, F. A. Muschenhelm, R. L. Hatch, Everard Thompson, R. H. Johnston, John P. Plummer, Henry G. Opdycke and W. C. Copeland. MEETING NEXT MONDAY

Elevated Vehicle Road Is Suggested in West Street.

THE SUN'S campaign to relieve traffic ressure, through the alliance of the Fifth Avenue Association and the Broadway Association, will bring about tangible results next week. A meeting will be held on Monday in the office of Marcus M. Marks, Borough President, to consider the necessity of repaving Broadway between Vesey and 100th street, which was torn up by subway onstruction.

It is almost certain that because the crisis confronting the city all delays in this work will be obviated by the Borough President. Mr. Marks pledged himself in THE SUN last Sunday to exert every official effort to re-

e conditions, stretches of Broadway are with boards, a surface that covered with boards, a surface that quickly becomes worn and torn. Vehicular traffic, particularly automobiles, have shunned these wooden pathways. Consequently the traffic that naturally would pass on Broadway has been to a large extent diverted to Fifth avenue, adding thousands of vehicles to that thoroughpass on Broadway has been to a large extent diverted to Fifth avenue, adding thousands of vehicles to that thorough-fare's normal travel.

To Use "Sun's" Facts.

Both the Fifth Avenue and the Broad way Association will have a committee present at the hearing. The facts pre-sented in THE SUN will be added to their arguments for the improvement of the

mportant highway.
E. W. Estes, secretary of the Broadway Association, said yesterday that his enterprise that will improve conditions in important cross streets above Fourin important cross streets above Four-teenth street. A working agreement ex-ists between the Broadway body and the Fifth Avenue Association to fight for terminals in Chicago, was on the

"THE SUN is to be commended for stock had been received in the University of the facts about our traffic crisis Stock Yards in twenty four hours a to public notice," said Estes. "It is time that heavy congestion was frequent. The for the town to realize its plight and to hearing will resume at 10:20 this morning. operate in the efforts to relieve the ing until we have the subways in Seventh svenue and the viaducts completed. With four highways running longitudinally we can spread for a time the strain now concentrated in Fifth avenue and Broad-

Underground Passage Easy. Engineers who have looked over the round at Forty-second street and Thir--fourth street at Fifth avenue believe and Mrs. Eliza Shepard, a the work of constructing underground leave the London farm at Glen E pedestrian passages would be a compara-to-morrow morning. At Oakland the

tively easy matter Sixth avenue and Madison avenue in-line upward toward Fifth producing a don, and their mother, from whom the perceptible arch at the avenue. To con | author was divorced ten years as struct a tunnel at these points would require just slight depth and would not London, is seriously ill in he bring the entrances too far inside the Oakland, Cal., and has not

the same time give a big measure of re-

Already several associations are at food work on this phase of the problem. soon as the Board of Estimate clears the details of the Park avenue viaducts improvements will be requested for the Sadie waterfront streets. Irs. Au- Pertinent on this aspect of the question
Grant is a letter received by THE SUS from F

E. Parrott, in which he says:
"With full knowledge of the objection to any more elevated structures in the streets and of the enormous congestion of the streets with vehicular traffi hicular traffic only be built in West difficult to get ance over the streets, probably eighteen Not so. In my shop feet high over all, and have a clear width of fifty-six feet from the Battery to Forty-second street and forty feet from For- without finding some one second street on uptown

"I would suggest that the road be built rincipally to accommodate 'long haul' offic and that ramps to the street lev more blocks apart. "Franchises for auto bus lines should provide income sufficient to pay for most of the cost incurred."

For instance, thirty dollars for an overcoat that your instance.

Paving to Start Soon.

One hundred prominent Broadway ousiness men, leaders in the effort t Miss Dera Heitner, 55 years old, went o the roof of the Kingscourt apartment, of West 121st street, yesterday and hot herself through the right temple. Mont Thompson, president of the Broadway Association, at a luncheon in Col. Thompson announced that the style of paving to be used would be se-

299 MADIJON AVE Corner 41st. Street.

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